



US009272583B2

(12) **United States Patent**
Ito

(10) **Patent No.:** **US 9,272,583 B2**
(45) **Date of Patent:** **Mar. 1, 2016**

(54) **PNEUMATIC TIRE**

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(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 206 days.

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(21) Appl. No.: **14/023,129**

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(22) Filed: **Sep. 10, 2013**

English machine translation of JP2005-112042, dated Apr. 2005.*

(65) **Prior Publication Data**

US 2014/0083591 A1 Mar. 27, 2014

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(30) **Foreign Application Priority Data**

Sep. 24, 2012 (JP) 2012-209167

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(51) **Int. Cl.**

B60C 15/05	(2006.01)
B60C 17/00	(2006.01)
B60C 17/04	(2006.01)
B60C 15/04	(2006.01)
B60C 15/06	(2006.01)

(52) **U.S. Cl.**

CPC **B60C 15/04** (2013.01); **B60C 15/05** (2013.01); **B60C 15/0603** (2013.04); **B60C 15/0607** (2013.04); **B60C 17/0009** (2013.04); **B60C 2001/0058** (2013.04)

(58) **Field of Classification Search**

CPC B60C 15/04; B60C 15/0603; B60C 15/0607; B60C 15/05; B60C 2001/0058; B60C 2015/001; B60C 17/00; B60C 17/0009; B60C 17/0018; B60C 15/00

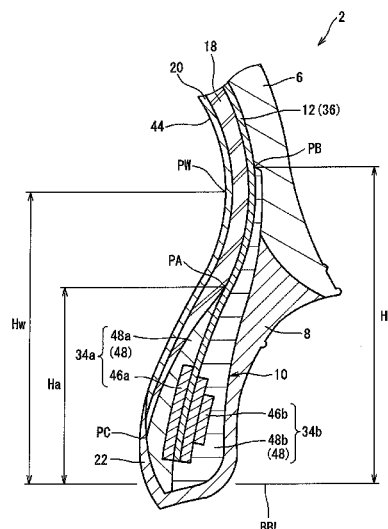
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ABSTRACT

A tire 2 includes beads 10, a carcass 12, and an insert 18. The carcass 12 includes a carcass ply 36. An inner part 34a of each bead 10 includes an inner core 46a and an inner apex 48a that extends almost outward of the inner core 46a in the radial direction. An outer part 34b of each bead 10 includes an outer core 46b and an outer apex 48b that extends almost outward of the outer core 46b in the radial direction. A ratio of a complex elastic modulus Ea of the inner apex 48a to a complex elastic modulus Eb of the outer apex 48b is less than or equal to 0.3. A ratio of the complex elastic modulus Ea to a complex elastic modulus Ec of the insert 18 is greater than or equal to 1.

6 Claims, 2 Drawing Sheets



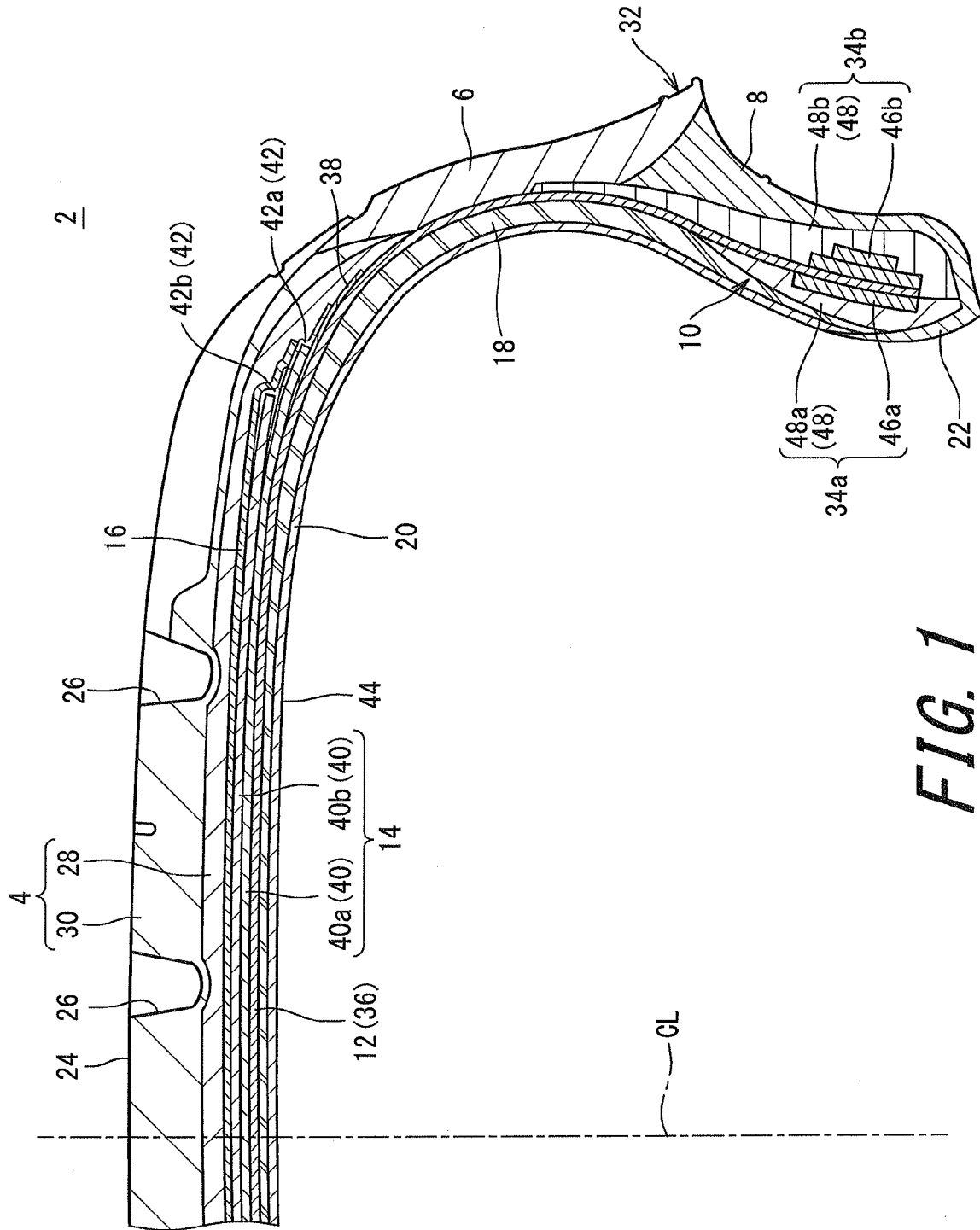


FIG. 1

FIG. 2

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PNEUMATIC TIRE

This application claims priority on Patent Application No. 2012-209167 filed in JAPAN on Sep. 24, 2012. The entire contents of this Japanese Patent Application are hereby incorporated by reference.

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates to pneumatic tires.

2. Description of the Related Art

In recent years, run flat tires that include inserts (also referred to as load support layers) inward of sidewalls have been developed, and are becoming widespread. Such run flat tires are referred to as side-reinforcing type run flat tires.

In the side-reinforcing type run flat tire, when an internal pressure is reduced due to puncture, the weight of the vehicle is supported by the inserts. This run flat tire enables running over a certain distance also in a punctured state. An Automobile having the run flat tires mounted therein need not have a spare tire on a constant basis. In a case where the run flat tire is used, change of tires in an inconvenient place can be avoided. An example of the side-reinforcing type run flat tire is disclosed in JP2005-126555.

The tire includes beads. Each bead includes a core, and an apex extending outward of the core in the radial direction. The apex is tapered outward in the radial direction, and is formed from a highly hard crosslinked rubber.

The apex is formed from a single rubber composition in general. Components contained in the rubber composition and contents of the components are adjusted to adjust a characteristic of the apex.

For example, a crosslinked rubber having a high elastic modulus may be used for the apex. The tire including the apex is excellent in steering stability. However, the apex is likely to transmit vibration caused due to unevenness of a road surface. The apex may deteriorate ride comfort exhibited by the tire.

The apex is disposed inward of an insert in the radial direction. As in the tire disclosed in JP2005-126555 described above, the insert may be joined to the apex. In this case, in a case where an internal pressure of the tire is reduced due to puncture, stress is concentrated on a boundary face between the insert and the apex. In particular, in a case where an apex having a high elastic modulus is used, the concentration of the stress becomes significant. The significant concentration of the stress affects durability (also referred to as run flat durability) of the tire in the case of an internal pressure of the tire being reduced due to puncture.

An object of the present invention is to make available a pneumatic tire excellent in ride comfort and run flat durability.

SUMMARY OF THE INVENTION

A pneumatic tire according to the present invention includes: a pair of beads; a carcass extending between one of the beads and the other of the beads; and an insert disposed inward of the carcass. The carcass includes a carcass ply. Each of the beads includes an inner part disposed inward of the carcass ply in an axial direction, and an outer part disposed outward of the carcass ply in the axial direction. The inner part includes an inner core that contacts with an inner surface of an end portion of the carcass ply, and an inner apex that covers the inner core and extends almost outward of the inner core in a radial direction. The outer part includes an outer core that contacts with an outer surface of the end portion of the

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carcass ply, and an outer apex that covers the outer core and extends almost outward of the outer core in the radial direction. The insert is disposed outward of the inner apex in the radial direction. A ratio of a complex elastic modulus E_a of the inner apex to a complex elastic modulus E_b of the outer apex is less than or equal to 0.3. A ratio of the complex elastic modulus E_a of the inner apex to a complex elastic modulus E_c of the insert is greater than or equal to 1.

Preferably, in the pneumatic tire, the complex elastic modulus E_a of the inner apex is higher than or equal to 9 MPa, and not higher than 24 MPa.

Preferably, in the pneumatic tire, when a position at which an inner width of the tire formed by an inner surface of the tire is maximum in the axial direction, is represented as PW, a ratio of a height H_b , in the radial direction, from a bead base line to an outer end of the outer apex with respect to a height H_w , in the radial direction, from the bead base line to the position PW is greater than or equal to 0.6, and not greater than 1.5.

Preferably, in the pneumatic tire, a position of an outer end of the inner apex is the same as a position of an outer end of the outer apex in the radial direction, or the outer end of the inner apex is located inward of the outer end of the outer apex in the radial direction.

In the pneumatic tire of the present invention, ride comfort and run flat durability are improved.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a cross-sectional view of a part of a pneumatic tire according to one embodiment of the present invention; and

FIG. 2 is an enlarged cross-sectional view of a part of the tire shown in FIG. 1.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

The following will describe in detail the present invention based on preferred embodiments with reference to the accompanying drawing.

FIG. 1 shows a pneumatic tire 2. In FIG. 1, the upward/downward direction represents the radial direction of the tire 2, the leftward/rightward direction represents the axial direction of the tire 2, and the direction orthogonal to the surface of the sheet represents the circumferential direction of the tire 2. In FIG. 1, an alternate long and short dash line CL represents an equator plane of the tire 2. The shape of the tire 2 except for a tread pattern is symmetric about the equator plane.

The tire 2 includes a tread 4, sidewalls 6, clinches 8, beads 10, a carcass 12, a belt 14, a band 16, an insert 18, an inner liner 20, and chafers 22. The tire 2 is of a tubeless type. The tire 2 is mounted to passenger cars.

The tread 4 has a shape projecting outward in the radial direction. The tread 4 forms a tread surface 24 which can contact with a road surface. The tread surface 24 has grooves 26. The tread pattern is formed by the grooves 26. The tread 4 includes a base layer 28 and a cap layer 30. The cap layer 30 is disposed outward of the base layer 28 in the radial direction. The cap layer 30 is layered over the base layer 28. The base layer 28 is formed from a crosslinked rubber excellent in adhesion. A typical base rubber of the base layer 28 is a natural rubber. The cap layer 30 is formed from a crosslinked rubber that is excellent in wear resistance, heat resistance, and grip performance.

The sidewalls 6 extend from ends, respectively, of the tread 4 almost inward in the radial direction. The sidewalls 6 are joined to the tread 4 at the outer ends, in the radial direction,

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of the sidewalls 6. The sidewalls 6 are joined to the clinches 8 at the inner ends, in the radial direction, of the sidewalls 6, respectively. The sidewalls 6 are formed from a crosslinked rubber excellent in cut resistance and weather resistance. The sidewalls 6 are disposed outward of the carcass 12 in the axial direction. The sidewalls 6 prevent damage of the carcass 12. In the tire 2, the sidewalls 6 include ribs 32, respectively. The ribs 32 project outward in the axial direction. The ribs 32 prevent damage of a flange of a rim (not shown) to which the tire 2 is mounted.

The clinches 8 are disposed almost inward of the sidewalls 6, respectively, in the radial direction. The clinches 8 are disposed outward of the beads 10 and the carcass 12 in the axial direction. The clinches 8 are formed from a crosslinked rubber excellent in wear resistance. The clinch 8 abuts against the flange of the rim.

The beads 10 are disposed inward of the clinches 8, respectively, in the axial direction. Each bead 10 includes an inner part 34a and an outer part 34b. More specifically, each bead 10 is formed by the inner part 34a and the outer part 34b. The inner part 34a is disposed inward of the carcass 12 in the axial direction. The outer part 34b is disposed outward of the carcass 12 in the axial direction. As is apparent from the drawings, a part of the carcass 12 is sandwiched between the inner part 34a and the outer part 34b.

The carcass 12 includes a carcass ply 36. In the tire 2, the carcass 12 is formed by one carcass ply 36. The carcass 12 may be formed by two or more carcass plies 36.

The carcass ply 36 extends between the beads 10 on both sides. The carcass ply 36 extends along and inward of the tread 4 and the sidewalls 6. The carcass ply 36 is formed from multiple cords aligned with each other, and a topping rubber, which is not shown. An absolute value of an angle of each cord relative to the equator plane ranges from 75 degrees to 90 degrees. In other words, the carcass 12 forms a radial structure. The cords are formed from an organic fiber. Preferable examples of the organic fiber include polyethylene terephthalate fibers, nylon fibers, rayon fibers, polyethylene naphthalate fibers, and aramid fibers.

The belt 14 is disposed inward of the tread 4 in the radial direction. The belt 14 is layered over the carcass 12. The belt 14 reinforces the carcass 12.

In the tire 2, cushion layers are provided near ends of the belt 14. As shown in the drawings, the ends of the belt 14 are layered over the carcass 12 through cushion layers 38. The cushion layers 38 are formed from a flexible crosslinked rubber. The cushion layers 38 absorb stress on the ends of the belt 14. The cushion layers 38 restrain lifting of the belt 14.

The belt 14 includes an inner layer 40a and an outer layer 40b. As is apparent from FIG. 1, a width, in the axial direction, of the inner layer 40a is slightly greater than a width, in the axial direction, of the outer layer 40b. In the tire 2, ends of the inner layer 40a correspond to the ends of the belt 14. The width, in the axial direction, of the belt 14 is preferably greater than or equal to 0.7 times the maximum width of the tire 2. The belt 14 may include three or more layers 40.

Each of the inner layer 40a and the outer layer 40b includes multiple cords aligned with each other, and a topping rubber, which is not shown. Each cord is tilted relative to the equator plane. An absolute value of the tilt angle is greater than or equal to 10 degrees, and not greater than 35 degrees in general. A direction in which each cord of the inner layer 40a is tilted relative to the equator plane is opposite to a direction in which each cord of the outer layer 40b is tilted relative to the equator plane. A preferable material of the cords is a steel. An organic fiber may be used for the cords.

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In the tire 2, a first cover rubber 42a is provided near each end of the inner layer 40a. A second cover rubber 42b is provided near each end of the outer layer 40b. As is apparent from the drawings, each cover rubber 42 covers the end of each layer 40. The first cover rubber 42a holds the end of the inner layer 40a. The second cover rubber 42b holds the end of the outer layer 40b. Thus, an influence on durability in the end portions of the belt 14 is reduced.

The band 16 is disposed outward of the belt 14 in the radial direction. A width, in the axial direction, of the band 16 is almost equal to a width, in the axial direction, of the belt 14. The width, in the axial direction, of the band 16 may be slightly greater than the width, in the axial direction, of the belt 14. The width, in the axial direction, of the band 16 may be slightly less than the width, in the axial direction, of the belt 14. The band 16 is formed from a cord and a topping rubber, which is not shown. The cord is helically wound. The band 16 has a so-called jointless structure. The cord extends substantially in the circumferential direction. An angle of the cord relative to the circumferential direction is less than or equal to 5 degrees, and more preferably less than or equal to 2 degrees. The belt 14 is held by the cord, to restrain lifting of the belt 14. From the viewpoint that the belt 14 is effectively held, the width, in the axial direction, of the band 16 is preferably greater than or equal to 0.9 times the width, in the axial direction, of the belt 14, and preferably not greater than 1.1 times the width thereof. The cord is formed from an organic fiber. Preferable examples of the organic fiber include nylon fibers, polyethylene terephthalate fibers, rayon fibers, polyethylene naphthalate fibers, and aramid fibers.

The belt 14 and the band 16 form a reinforcing layer. The reinforcing layer may be formed by only the belt 14. The reinforcing layer may be formed by only the band 16.

The insert 18 is disposed inward of the carcass 12. More specifically, the insert 18 is disposed between the carcass 12 and the inner liner 20. In the tire 2, the insert 18 extends between the beads 10 on both sides. The insert 18 extends along and inward of the carcass 12. The insert 18 is formed from a crosslinked rubber.

As is apparent from the drawings, in the tire 2, the insert 18 is disposed outward of the inner part 34a of each bead 10 in the radial direction. The insert 18 is disposed inward of each sidewall 6 in the axial direction. The insert 18 extends almost outward of the inner part 34a in the radial direction. The insert 18 can reinforce regions of the sidewalls 6 of the tire 2. In the tire 2, in a case where an internal pressure is reduced due to puncture, the insert 18 can contribute to supporting the weight of the vehicle. Thus, also in a case where an internal pressure is low, the tire 2 enables running over a certain distance. The tire 2 is a run flat tire. The tire 2 is of a side-reinforcing type.

In the tire 2, from the viewpoint of reduction of a weight, the insert 18 may be provided only inward of each sidewall 6 in the axial direction, instead of the insert 18 being provided so as to extend between the beads 10 on both sides. In this case, the tire 2 has a pair of inserts 18 disposed inward of the sidewalls 6, respectively, in the axial direction.

The inner liner 20 is disposed inward of the carcass 12. The inner liner 20 forms an inner surface 44 of the tire 2. As described above, in the tire 2, the insert 18 extends, inward of the carcass 12, between the beads 10 on both sides. Therefore, in the tire 2, the inner liner 20 is joined to the inner surface of the insert 18. The inner liner 20 is formed from a crosslinked rubber. A rubber excellent in air tightness is used for the inner liner 20. A typical base rubber of the inner liner 20 is a butyl rubber or a halogenated butyl rubber. The inner liner 20 can contribute to maintaining an internal pressure of the tire 2. In the tire 2, the inner liner 20 may not necessarily be provided.

Therefore, from the viewpoint of reduction of production cost and weight, the inner liner **20** may not be used as a component of the tire **2**.

The chafers **22** are disposed near the beads **10**, respectively. When the tire **2** is mounted to a rim, the chafers **22** abut against the rim. Abutting of the chafers **22** against the rim protects portions near the beads **10**. In the present embodiment, the chafers **22** are integrated with the clinches **8**. Therefore, the same material is used for the chafers **22** and the clinches **8**. The chafers **22** may be formed from a fabric and a rubber impregnated into the fabric.

FIG. 2 shows a portion of the bead **10** of the tire **2** shown in FIG. 1. In FIG. 2, the upward/downward direction represents the radial direction of the tire **2**, the leftward/rightward direction represents the axial direction of the tire **2**, and the direction orthogonal to the surface of the sheet represents the circumferential direction of the tire **2**. In FIG. 2, a solid line BBL represents a bead base line. The bead base line is a line that defines a diameter (see JATMA) of a rim (not shown) to which the tire **2** is mounted. Reference character PW represents a position at which the inner width of the tire **2** formed by the inner surface **44** is maximum in the axial direction. In other words, the inner width of the tire **2** formed by the inner surface **44** is maximum in the axial direction at the position represented by reference character PW.

As described above, in the tire **2**, each bead **10** includes the inner part **34a**. The inner part **34a** includes an inner core **46a** and an inner apex **48a**. More specifically, the inner part **34a** is formed by the inner core **46a** and the inner apex **48a**.

The inner core **46a** is formed so as to be ring-shaped. The inner core **46a** includes a non-stretchable wound wire, which is not shown. In the tire **2**, the inner core **46a** is formed by the wire being spirally wound along the circumferential direction. A typical material of the wire is a steel. As is apparent from the drawings, the inner core **46a** is disposed inward of the carcass ply **36** in the axial direction. More specifically, the inner core **46a** contacts with the inner surface of an end portion of the carcass ply **36**.

The inner apex **48a** is formed from a crosslinked rubber. The inner apex **48a** is disposed inward of the carcass ply **36** in the axial direction. The inner apex **48a** covers the inner core **46a**, and extends almost outward of the inner core **46a** in the radial direction. In the tire **2**, an outer end PA of the inner apex **48a** is located outward of an inner end PC of the insert **18** in the radial direction.

As described above, in the tire **2**, each bead **10** further includes the outer part **34b**. The outer part **34b** includes an outer core **46b** and an outer apex **48b**. More specifically, the outer part **34b** is formed by the outer core **46b** and the outer apex **48b**.

The outer core **46b** is formed so as to be ring-shaped. The outer core **46b** includes a non-stretchable wound wire, which is not shown. In the tire **2**, the outer core **46b** is formed by the wire being spirally wound along the circumferential direction. A typical material of the wire is a steel. In the tire **2**, the wire of the outer core **46b** is the same as the wire used for the inner core **46a** described above. As is apparent from the drawings, the outer core **46b** is disposed outward of the carcass ply **36** in the axial direction. More specifically, the outer core **46b** contacts with the outer surface of the end portion of the carcass ply **36**.

The outer apex **48b** is formed from a crosslinked rubber. The outer apex **48b** is disposed outward of the carcass ply **36** in the axial direction. The outer apex **48b** covers the outer core **46b**, and extends almost outward of the outer core **46b** in the radial direction. In the tire **2**, an outer end PB of the outer apex **48b** is located outward of the position PW in the radial direc-

tion. The position of the outer end PB and the position PW may be the same in the radial direction. The outer end PB may be located inward of the position PW in the radial direction.

As is apparent from the drawings, in the tire **2**, the end portion of the carcass ply **36** is sandwiched between the inner core **46a** and the outer core **46b** of each bead **10**. In an inward portion of each bead **10** in the radial direction, the inner apex **48a** and the outer apex **48b** are joined to each other. In the tire **2**, the carcass ply **36** is not turned back as in conventional tires. The carcass **12** of the tire **2** is easily formed. The carcass **12** can contribute to improvement of productivity.

In the tire **2**, the crosslinked rubber used for the inner apex **48a** is different from the crosslinked rubber used for the outer apex **48b**. In the tire **2**, the apex **48** of each bead **10** is formed from a plurality of crosslinked rubbers having different characteristics.

In the tire **2**, the outer apex **48b** forms an outer part of each bead **10** in the axial direction. The outer apex **48b** is disposed between the carcass **12** and the clinch **8**. As described above, the clinch **8** abuts against a flange of a rim. The outer apex **48b** is disposed closer to the flange of the rim than the inner apex **48a**. The outer apex **48b** exerts an influence on responsiveness of the tire **2**.

In the tire **2**, a complex elastic modulus Eb of the outer apex **48b** is higher than a complex elastic modulus Ea of the inner apex **48a**. More specifically, a ratio of the complex elastic modulus Eb of the outer apex **48b** to the complex elastic modulus Ea of the inner apex **48a** is greater than 1. In the tire **2**, the outer apex **48b** is harder than the inner apex **48a**. The hard outer apex **48b** can contribute to responsiveness of the tire **2**. The tire **2** is excellent in steering stability.

In the present invention, the complex elastic modulus Ea of the inner apex **48a**, the complex elastic modulus Eb of the outer apex **48b**, and a complex elastic modulus Ec of the insert **18** described below are measured according to the standards of "JIS K 6394" under the following conditions.

Viscoelasticity spectrometer: "VESF-3" manufactured by Iwamoto Seisakusho

Initial strain: 10%

Dynamic strain: $\pm 1\%$

Frequency: 10 Hz

Deformation mode: tension

Measurement temperature: 70° C.

In the tire **2**, the inner apex **48a** forms an inner part of each bead **10** in the axial direction. In the tire **2**, in a case where an internal pressure is reduced due to puncture, the outer apex **48b** is compressed. On the other hand, the inner apex **48a** is stretched.

In the tire **2**, the complex elastic modulus Ea of the inner apex **48a** is less than the complex elastic modulus Eb of the outer apex **48b**. More specifically, a ratio (Ea/Eb) of the complex elastic modulus Ea of the inner apex **48a** to the complex elastic modulus Eb of the outer apex **48b** is less than or equal to 0.3. In the tire **2**, the inner apex **48a** is more flexible than the outer apex **48b**. The flexible inner apex **48a** can contribute to ride comfort exhibited by the tire **2**. Further, in a case where an internal pressure of the tire **2** is reduced due to puncture, the flexible inner apex **48a** is deformed so as to follow the deformation of the outer apex **48b**. The tire **2** is excellent in durability (also referred to as run flat durability) in the case of an internal pressure being reduced due to puncture. According to the present invention, the tire **2** excellent in ride comfort and run flat durability can be obtained.

In the tire **2**, the ratio (Ea/Eb) is preferably not less than 0.15. Thus, difference between the complex elastic modulus Ea of the inner apex **48a** and the complex elastic modulus Eb of the outer apex **48b** can be reduced. In the tire **2**, run flat

durability is prevented from being affected due to the inner apex **48a** having an excessively low complex elastic modulus E_a , and ride comfort is prevented from being affected due to the outer apex **48b** having an excessively high complex elastic modulus E_b . In these viewpoints, the ratio (E_a/E_b) is more preferably not less than 0.17.

In the tire **2**, the inner apex **48a** is disposed inward of the carcass **12** in the axial direction. The inner apex **48a** is disposed inward of the insert **18** in the radial direction. In the tire **2**, a ratio (E_a/E_c) of the complex elastic modulus E_a of the inner apex **48a** to the complex elastic modulus E_c of the insert **18** is greater than or equal to 1. In other words, in the tire **2**, the complex elastic modulus E_a of the inner apex **48a** is equal to the complex elastic modulus E_c of the insert **18**, or higher than the complex elastic modulus E_c of the insert **18**. In the tire **2**, the inner apex **48a** is less flexible than the insert **18**. The inner apex **48a** can appropriately contribute to stiffness of the tire **2**. The tire **2** is excellent in steering stability. Further, the tire **2** enables running over a certain distance even in the case of an internal pressure being low.

In the tire **2**, the ratio (E_a/E_c) is preferably not greater than 2.5. Thus, a difference between the complex elastic modulus E_a of the inner apex **48a** and the complex elastic modulus E_c of the insert **18** can be reduced. In the tire **2**, ride comfort is prevented from being affected due to the inner apex **48a** having an excessively high complex elastic modulus E_a , and steering stability is prevented from being affected due to the insert **18** having an excessively low complex elastic modulus E_c . Further, a difference in stiffness between the inner apex **48a** and the insert **18** can be appropriately maintained, and concentration of stress on a boundary face between the inner apex **48a** and the insert **18** is thus reduced. The tire **2** is excellent in run flat durability. In this viewpoint, the ratio (E_a/E_c) is more preferably not greater than 2.0.

In the tire **2**, the complex elastic modulus E_a of the inner apex **48a** is preferably higher than or equal to 9 MPa, and preferably not higher than 24 MPa. When the complex elastic modulus E_a is set so as to be higher than or equal to 9 MPa, the inner apex **48a** can appropriately contribute to stiffness of the tire **2**. The tire **2** is excellent in steering stability. In this viewpoint, the complex elastic modulus E_a is more preferably higher than or equal to 12 MPa. When the complex elastic modulus E_a is set so as to be not higher than 24 MPa, affect of the inner apex **48a** upon stiffness of the tire **2** is reduced. In the tire **2**, run flat durability can be improved without deteriorating ride comfort. In this viewpoint, the complex elastic modulus E_a is more preferably not higher than 20 MPa.

In the tire **2**, the complex elastic modulus E_b of the outer apex **48b** is preferably higher than or equal to 40 MPa, and preferably not higher than 80 MPa. When the complex elastic modulus E_b is set so as to be higher than or equal to 40 MPa, the outer apex **48b** can appropriately contribute to stiffness of the tire **2**. The tire **2** is excellent in steering stability. In this viewpoint, the complex elastic modulus E_b is more preferably higher than or equal to 50 MPa. When the complex elastic modulus E_b is set so as to be not higher than 80 MPa, affect of the outer apex **48b** upon stiffness of the tire **2** is reduced. The tire **2** is excellent in ride comfort. In this viewpoint, the complex elastic modulus E_b is more preferably not higher than 70 MPa.

In the tire **2**, the complex elastic modulus E_c of the insert **18** is preferably higher than or equal to 8 MPa, and preferably not higher than 13 MPa. When the complex elastic modulus E_c is set so as to be higher than or equal to 8 MPa, the insert **18** can effectively contribute to stiffness of regions of the sidewalls **6** of the tire **2**. In a case where an internal pressure of the tire **2** is reduced due to puncture, the insert **18** can support the

weight of the vehicle. Thus, the tire **2** enables running over a certain distance even in the case of an internal pressure being low. In this viewpoint, the complex elastic modulus E_c is more preferably higher than or equal to 10 MPa. When the complex elastic modulus E_c is set so as to be not higher than 13 MPa, affect of the insert **18** upon stiffness of the tire **2** is reduced. The tire **2** is excellent in ride comfort. In this viewpoint, the complex elastic modulus E_c is more preferably not higher than 12 MPa.

In FIG. **2**, a double-headed arrow H_w represents a height, in the radial direction, from the bead base line to the position PW. A double-headed arrow H_a represents a height, in the radial direction, from the bead base line to the outer end PA of the inner apex **48a**. A double-headed arrow H_b represents a height, in the radial direction, from the bead base line to the outer end PB of the outer apex **48b**.

In the tire **2**, a ratio (H_a/H_w) of the height H_a to the height H_w is preferably greater than or equal to 0.3, and preferably not greater than 1.5. When the ratio (H_a/H_w) is set so as to be greater than or equal to 0.3, the inner apex **48a** can appropriately contribute to stiffness of the tire **2**. The tire **2** is excellent in steering stability. When the ratio (H_a/H_w) is set so as to be not greater than 1.5, affect of the inner apex **48a** upon stiffness of the tire **2** is reduced. In the tire **2**, run flat durability can be improved without deteriorating ride comfort.

In the tire **2**, a ratio (H_b/H_w) of the height H_b to the height H_w is preferably greater than or equal to 0.6, and preferably not greater than 1.5. When the ratio (H_b/H_w) is set so as to be greater than or equal to 0.6, the outer apex **48b** can appropriately contribute to stiffness of the tire **2**. The tire **2** is excellent in steering stability. When the ratio (H_b/H_w) is set so as to be not greater than 1.5, affect of the outer apex **48b** upon stiffness of the tire **2** is reduced. The tire **2** is excellent in ride comfort.

Preferably, in the tire **2**, a position of the outer end PA of the inner apex **48a** is the same as a position of the outer end PB of the outer apex **48b** in the radial direction, or the outer end PA of the inner apex **48a** is located inward of the outer end PB of the outer apex **48b** in the radial direction. In other words, a ratio (H_a/H_b) of the height H_a to the height H_b is preferably less than or equal to 1.0. Thus, the outer apex **48b** can effectively contribute to stiffness of the tire **2**. The tire **2** is excellent in steering stability. In the tire **2**, the ratio (H_a/H_b) is preferably not less than 0.5. Thus, the inner apex **48a** can effectively contribute to stiffness of the tire **2**. The tire **2** is excellent in steering stability and run flat durability.

In the present invention, the dimensions and angles of the components of the tire **2** are measured in a state where the tire **2** is mounted to a normal rim, and the tire **2** is inflated to a normal internal pressure. During the measurement, no load is applied to the tire **2**. In the description herein, the normal rim represents a rim that is specified according to the standard with which the tire **2** complies. The "standard rim" in the JATMA standard, the "Design Rim" in the TRA standard, and the "Measuring Rim" in the ETRTO standard are included in the normal rim. In the description herein, the normal internal pressure represents an internal pressure that is specified according to the standard with which the tire **2** complies. The "maximum air pressure" in the JATMA standard, the "maximum value" recited in "TIRE LOAD LIMITS AT VARIOUS COLD INFLATION PRESSURES" in the TRA standard, and the "INFLATION PRESSURE" in the ETRTO standard are included in the normal internal pressure. In the case of the tire **2** for use in passenger cars, the dimensions and angles are measured in a state where the internal pressure is 180 kPa.

The tire **2** described above is manufactured in the following method. In this manufacturing method, a core is prepared. The core has a toroidal outer surface, which is not shown. The

outer surface forms a shape approximate to a shape formed by the inner surface **44** of the tire **2** that is inflated with air so as to maintain an internal pressure at 5% of the normal internal pressure.

In this manufacturing method, the inner liner **20** is wound on the outer surface of the core. The insert **18** is adhered to the inner liner **20**. The inner apexes **48a** are adhered to both end portions, respectively, of the insert **18**. The inner cores **46a** are combined with the inner apexes **48a**, respectively. The carcass ply **36** is adhered so as to cover a region from the inner core **46a** on one side to the inner core **46a** on the other side. The outer cores **46b** are combined with both end portions, respectively, of the carcass ply **36**. The outer apexes **48b** are adhered so as to cover the outer cores **46b**, respectively. The belt **14**, the band **16**, the sidewalls **6**, the tread **4**, and the like are further combined, to obtain a raw cover (a tire in a non-crosslinked state). In this manufacturing method, a process of assembling the components into the raw cover is also referred to as a forming process.

In this manufacturing method, multiple components including the inner liner **20** are combined on the outer surface of the core, to obtain the raw cover. In this manufacturing method, the components are assembled into the raw cover on the outer surface of the core. As described above, the outer surface of the core forms a shape approximate to a shape formed by the inner surface **44** of the tire **2** that is inflated with air so as to maintain an internal pressure at 5% of the normal internal pressure. In this manufacturing method, shaping of the raw cover as performed in the conventional manufacturing methods need not be performed. In this manufacturing method, the raw cover is not stretched in the forming process.

In this manufacturing method, the raw cover is put into an opened mold. In this manufacturing method, the raw cover combined with the core is put into the mold. Therefore, the core is located inside the raw cover having been put into the mold.

In this manufacturing method, when the mold is closed, the raw cover is sandwiched between a cavity surface of the mold and the outer surface of the core, and pressurized, which is not shown. The raw cover is heated due to heat transfer from the core and the mold. By the raw cover being pressurized and heated, a rubber composition of the raw cover flows. Crosslinking reaction occurs in the rubber composition due to the heating, to obtain the tire **2** shown in FIG. **1**. The tire **2** is formed by the raw cover being pressurized and heated in a cavity formed between the mold and the core. In this manufacturing method, a process of pressurizing and heating the raw cover is also referred to as a crosslinking process.

As described above, in this manufacturing method, the raw cover combined with the core is put into the mold, and the raw cover is sandwiched between the cavity surface of the mold and the outer surface of the core, and is pressurized and heated. In this manufacturing method, bladders as used in the conventional manufacturing methods are unnecessary. In this manufacturing method, the raw cover is not stretched in the crosslinking process.

As described above, in this manufacturing method, the raw cover is not stretched in the forming process. Further, in the crosslinking process, the raw cover is not stretched. In this manufacturing method, change of a shape of the raw cover can be substantially restrained as compared to in the conventional manufacturing methods. In this manufacturing method, a specific portion is less likely to be formed in the shapes of the components such as the tread **4**, the sidewalls **6**, and the like. This manufacturing method can contribute to manufacturing the tire **2** that includes the components having almost uniform shapes in the circumferential direction.

Hereinafter, effects of the present invention will become apparent according to examples. However, the present invention should not be restrictively construed based on the description of examples.

Example 1

A pneumatic tire (size: 215/45R17) of Example 1 having the fundamental structure shown in FIG. **1** and having specifications indicated below in table 1, was obtained. In Example 1, a complex elastic modulus E_a of an inner apex of each bead was 12 MPa. A height H_a , in the radial direction, from the bead base line to an outer end PA of the inner apex, was 30 mm. A complex elastic modulus E_b of an outer apex of each bead was 70 MPa. A height H_b , in the radial direction, from the bead base line to an outer end PB of the outer apex, was 40 mm. A complex elastic modulus E_c of an insert was 12 MPa. A height H_w , in the radial direction, from the bead base line to a position PW at which the inner width of the tire formed by an inner surface was maximum in the axial direction, was 43 mm.

In Example 1, a ratio (E_a/E_b) of the complex elastic modulus E_a to the complex elastic modulus E_b was 0.17. A ratio (E_a/E_c) of the complex elastic modulus E_a to the complex elastic modulus E_c was 1.00. A ratio (H_b/H_w) of the height H_b to the height H_w was 0.93. A ratio (H_a/H_b) of the height H_a to the height H_b was 0.75.

Examples 2 to 3 and Comparative Examples 1 to 2

Tires of Examples 2 to 3 and Comparative Examples 1 to 2 were each obtained in the same manner as in Example 1 except that a complex elastic modulus E_a was as indicated below in table 1, and a ratio (E_a/E_b) and a ratio (E_a/E_c) were different.

Examples 4 to 5 and Comparative Example 3

Tires of Examples 4 to 5 and Comparative Example 3 were each obtained in the same manner as in Example 1 except that a complex elastic modulus E_b was as indicated below in table 2, and a ratio (E_a/E_b) was different.

Examples 6 to 7 and Comparative Example 4

Tires of Examples 6 to 7 and Comparative Example 4 were each obtained in the same manner as in Example 1 except that a complex elastic modulus E_a and a complex elastic modulus E_b were as indicated below in table 2, and a ratio (E_a/E_b) and a ratio (E_a/E_c) were different.

Example 8 and Comparative Example 5

Tires of Example 8 and Comparative Example 5 were each obtained in the same manner as in Example 1 except that a complex elastic modulus E_c was as indicated below in table 3, and a ratio (E_a/E_c) was different.

Examples 9 to 10

Tires of Examples 9 to 10 were each obtained in the same manner as in Example 1 except that a complex elastic modulus E_a and a complex elastic modulus E_c were as indicated below in table 3, and a ratio (E_a/E_b) and a ratio (E_a/E_c) were different.

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Comparative Examples 6 to 7

Tires of Comparative Examples 6 to 7 were each obtained in the same manner as in Example 1 except that a complex elastic modulus Ea and a complex elastic modulus Eb were as indicated below in table 3, and a ratio (Ea/Eb) and a ratio (Ea/Ec) were different.

Examples 11 to 14

Tires of Examples 11 to 14 were each obtained in the same manner as in Example 1 except that a height Hb was as indicated below in table 4, and a ratio (Hb/Hw) and a ratio (Ha/Hb) were different.

Examples 15 to 16

Tires of Examples 15 to 16 were each obtained in the same manner as in Example 1 except that a height Ha and a height Hb were as indicated below in table 4, and a ratio (Hb/Hw) and a ratio (Ha/Hb) were different.

[Steering Stability and Ride Comfort]

Each tire was mounted to a 17×7.0 J rim, and was inflated with air to an internal pressure of 240 kPa. The tires with the rims were mounted to a front-engine, rear-wheel-drive layout passenger car having an engine displacement of 2.0 liters. A driver was caused to drive the passenger car on a racing circuit, and evaluate steering stability and ride comfort. The results are indicated below in Tables 1 to 4, as indexes, with 10 being the best score. The greater the value of the index is, the better the evaluation is.

Run Flat Durability

Each tire was mounted to a rim (size: 17×7.0 J) in a state where a valve core was removed. A vertical load of 3.48 kN was applied to each tire. Each tire in a deflated state was set on a drum having a radius of 1.7 m, and running on the drum was performed at 36° C. to 40° C., at a speed of 80 km/h. A running distance obtained when the tire was broken was measured. The results are indicated below in Tables 1 to 4, as indexes, based on a value in Comparative Example 6 being 100. The greater the value of the index is, the better the evaluation is.

TABLE 1

Evaluation results					
	Comp. Ex. 1	Ex. 1	Ex. 2	Ex. 3	Comp. Ex. 2
Inner apex					
Modulus Ea [MPa]	8	12	17	20	25
Height Ha [mm]	30	30	30	30	30
Outer apex					
Modulus Eb [MPa]	70	70	70	70	70
Height Hb [mm]	40	40	40	40	40
Insert					
Modulus Ec [MPa]	12	12	12	12	12
Ratio (Ea/Eb)	0.11	0.17	0.24	0.29	0.36
Ratio (Ea/Ec)	0.67	1.00	1.42	1.67	2.08
Ratio (Hb/Hw)	0.93	0.93	0.93	0.93	0.93
Ratio (Ha/Hb)	0.75	0.75	0.75	0.75	0.75
Steering stability	6.00	6.50	6.50	6.75	6.50
Ride comfort	6.00	6.50	6.50	6.25	5.50
Durability	95	110	105	105	100

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TABLE 2

Evaluation results						
	Ex. 4	Ex. 5	Comp. Ex. 3	Ex. 6	Ex. 7	Comp. Ex. 4
Inner apex						
Modulus Ea [MPa]	12	12	12	15	20	20
Height Ha [mm]	30	30	30	30	30	30
Outer apex						
Modulus Eb [MPa]	80	50	30	50	67	50
Height Hb [mm]	40	40	40	40	40	40
Insert						
Modulus Ec [MPa]	12	12	12	12	12	12
Ratio (Ea/Eb)	0.15	0.24	0.40	0.30	0.30	0.40
Ratio (Ea/Ec)	1.00	1.00	1.00	1.25	1.67	1.67
Ratio (Hb/Hw)	0.93	0.93	0.93	0.93	0.93	0.93
Ratio (Ha/Hb)	0.75	0.75	0.75	0.75	0.75	0.75
Steering stability	6.50	6.25	5.50	6.25	6.50	6.00
Ride comfort	6.25	6.75	6.25	6.50	6.25	5.75
Durability	110	115	90	115	110	90

TABLE 3

Evaluation results						
	Comp. Ex. 5	Ex. 8	Ex. 9	Ex. 10	Comp. Ex. 6	Comp. Ex. 7
Inner apex						
Modulus Ea [MPa]	12	12	20	20	50	70
Height Ha [mm]	30	30	30	30	30	30
Outer apex						
Modulus Eb [MPa]	70	70	70	70	50	70
Height Hb [mm]	40	40	40	40	40	40
Insert						
Modulus Ec [MPa]	14	10	10	8	12	12
Ratio (Ea/Eb)	0.17	0.17	0.29	0.29	1.00	1.00
Ratio (Ea/Ec)	0.86	1.20	2.00	2.50	4.17	5.83
Ratio (Hb/Hw)	0.93	0.93	0.93	0.93	0.93	0.93
Ratio (Ha/Hb)	0.75	0.75	0.75	0.75	0.75	0.75
Steering stability	6.00	6.50	6.50	6.25	6.00	6.50
Ride comfort	5.50	6.50	6.25	6.25	6.00	5.00
Durability	90	110	105	105	100	90

TABLE 4

Evaluation results						
	Ex. 11	Ex. 12	Ex. 13	Ex. 14	Ex. 15	Ex. 16
Inner apex						
Modulus Ea [MPa]	12	12	12	12	12	12
Height Ha [mm]	30	30	30	30	25	35

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TABLE 4-continued

Evaluation results						
	Ex. 11	Ex. 12	Ex. 13	Ex. 14	Ex. 15	Ex. 16
Outer apex						
Modulus Eb [MPa]	70	70	70	70	70	70
Height Hb [mm]	25	30	60	65	60	30
Insert						
Modulus Ec [MPa]	12	12	12	12	12	12
Ratio (Ea/Eb)	0.17	0.17	0.17	0.17	0.17	0.17
Ratio (Ea/Ec)	1.00	1.00	1.00	1.00	1.00	1.00
Ratio (Hb/Hw)	0.58	0.70	1.40	1.51	1.40	0.70
Ratio (Ha/Hb)	1.20	1.00	0.50	0.46	0.42	1.17
Steering stability	6.25	6.25	6.50	6.50	6.50	6.25
Ride comfort	6.25	6.50	6.50	6.50	6.50	6.25
Durability	100	100	120	110	110	100

As indicated in Tables 1 to 4, the evaluation result is better in the tires of Examples than in the tires of Comparative Examples. The evaluation results clearly indicate that the present invention is superior.

The tire described above is applicable to various vehicles. The foregoing description is in all aspects illustrative, and various modifications can be devised without departing from the essential features of the invention.

What is claimed is:

1. A pneumatic tire comprising:

a pair of beads;

a carcass extending between one of the beads and the other of the beads; and

an insert disposed inward of the carcass, wherein each of the beads includes an inner part disposed inward of the carcass in an axial direction, and an outer part disposed outward of the carcass in the axial direction,

the carcass includes a carcass ply,

the inner part includes an inner core that contacts with an inner surface of an end portion of the carcass ply, and an

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inner apex that covers the inner core and extends outward of the inner core in a radial direction,

the outer part includes an outer core that contacts with an outer surface of the end portion of the carcass ply, and an outer apex that covers the outer core and extends outward of the outer core in the radial direction,

the insert is disposed outward of the inner apex in the radial direction,

a ratio of a complex elastic modulus Ea of the inner apex to a complex elastic modulus Eb of the outer apex is less than or equal to 0.3, and

a ratio of the complex elastic modulus Ea of the inner apex to a complex elastic modulus Ec of the insert is greater than or equal to 1.

2. The pneumatic tire according to claim 1, wherein the complex elastic modulus Ea of the inner apex is higher than or equal to 9 MPa, and not higher than 24 MPa.

3. The pneumatic tire according to claim 1, wherein

when a position at which an inner width of the tire formed by an inner surface of the tire is maximum in the axial direction, is represented as PW,

a ratio of a height Hb, in the radial direction, from a bead base line to an outer end of the outer apex with respect to a height Hw, in the radial direction, from the bead base line to the position PW is greater than or equal to 0.6, and not greater than 1.5.

4. The pneumatic tire according to claim 1, wherein a position of an outer end of the inner apex is the same as a position of an outer end of the outer apex in the radial direction, or the outer end of the inner apex is located inward of the outer end of the outer apex in the radial direction.

5. The pneumatic tire according to claim 1, wherein the inner apex covers the entire axial inner surface of the inner core, and wherein the outer apex covers the entire axial outer surface of the outer core.

6. The pneumatic tire according to claim 1, wherein, in an inward portion of each bead in the radial direction, the inner apex and the outer apex are joined to each other.

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